



LIGHT FOR KANSAS AHEAD.

Promised Relief from Enforced Tribute to a Missouri Town.

Hon. Joseph W. Ady, United States Attorney for the District of Kansas, Commences Proceedings to Dissolve the Trans-Missouri Freight Association.

Hon. J. W. Ady, United States attorney for the district of Kansas, by and with the consent of the attorney general of the United States, filed a petition and commenced an action yesterday in the United States court at Topeka to destroy the trust known as the Transmissouri association.

Our attitude with reference to the interstate commerce law is well understood by every close reader of the EAGLE. During the pendency of the bill, over and over again, we unequivocally and emphatically declared that the bill in its general scope was but the legal enactment of a giant pool, being enacted in the interest of watered stocks and excessive issues of bonds, and that its "long and short haul" clauses were in restraint of trade and commerce and directly tending to the destruction of county and district trade points for the benefit of such great commercial centers as control the terminals of the more important railway systems.

That a concerted and relentless despotism has ground the commercial interests of Kansas to the death, discouraged every effort to plant new manufacturing enterprises, and left to destruction many of the products of field and orchard, ever since the enactment of that law and the naming of its commission, and the subsequent organization of the traffic trusts under it, is a fact too vividly realized by the merchants, manufacturers, dealers, miners, and shippers of the entire region lying between the Missouri river and the summit of the Rocky mountains to need any reiteration at our hands.

The interstate law, which was enacted, ostensibly, to do away with pooling at common points, was followed by such decisions of its commissioners, made in pursuance of its "long and short haul" clauses, as have done a thousand times more injury to commerce, in repressing trade, in discouraging manufacturers at inland centers, and in bankrupting the producer and miner than could ever have happened from any system of pooling possible under open and free competition. The late great distress of the rural western states is more directly traceable in our opinion to the iron-bound abuses growing out of the interstate law and its consequent bloodless and irresponsible traffic associations, than to any other cause. These traffic associations, which are but the instruments of trusts and combines of the most unyielding and soulless character, being first instructed as to the amount of money that each road represented must have annually to meet all legitimate and illegitimate expenses, proceeded to fix for the people of the territory served by their roads, respectively, such freight rate schedules as will insure the desired returns, stopping for no interests or in no direction, not even when the limit fixed is beyond that which the commodity to be shipped will bear. And so when and where some one road finds along its line a commodity that it could profitably handle and keep within the price offered by the terminal market, such road dare not thus serve the producer, trader or miner without the consent of the other members of the combine. To illustrate: Southern Kansas was forced to let hundreds of thousands of bushels of peaches rot last season solely for the want of such an equitable rate as would have been profitable to her own roads, but which roads dare not make, because other roads of the association carrying southern fruits, which were in competition with peaches, would not permit.

And these traffic associations which cover the entire country from the Atlantic to the Pacific and from the Gulf to the Lakes, are so linked and combined that neither can act independently of the others no more than can one road act in its own interest independently of the roads comprising the association to which it belongs. To illustrate this double proposition: The Pennsylvania, the Baltimore et al., away at the other side of the continent, will not permit the Santa Fe nor Missouri Pacific to deliver goods from New York to the people of Kansas by way of the Gulf ports; and, when the Santa Fe proceeded to carry out the order of the Kansas state railway commissioners, made in the case known as the "Wichita Decision," the shipping interests at the mouth of the Kaw, held and controlled by a Missouri town, and no doubt instigated by the traffic association, boycotted the last named road to the tune of more than one hundred thousand dollars within the space of three months, thus endeavoring to force

that road to ignore a decision made in the interests of the entire people of southwest Kansas.

Owners and managers of railways no longer determine rates or seek to develop new avenues for earnings except as fixed by a trust in which they have but one voice in many. They are utterly powerless to conserve the welfare of the communities along their respective lines, although such conservation would increase their traffic and develop vast interests as would go to the direct support of such roads. In short, there is no longer any open competition among railways such as exists between every other conceivable business and between all other interests of public character owned through capital stock. As Mr. Ady well puts it in his petition, which follows this: "Shippers are 'in precisely the same position 'they would be if every railroad west of 'the Missouri river was owned and operated by a single corporation.' In fact the case is worse, for if so owned they would be operated in the interest of the territory covered by them instead of being subject to the dictation of eastern roads, as they are now. It makes no difference under this traffic trust whether a city secures two railroads or ten so far as any chance for open competing rates are concerned. And so it matters little to the Kansas farmer whether the eastern market is high or low, the difference between the home price and the terminal market being 'taken in' by the schedule of freights fixed in the absence of all competition by the tools of the traffic trust. Whether hay is ten or forty dollars per ton in Colorado, New Mexico, Arizona and Utah, influences in no sense the price of hay in Kansas and Nebraska, or the value of our grass lands. The fact that Wichita is but just half way from the Gulf to Chicago does not prevent the railroads from exacting from our wholesale merchants double the amount per ton for southern sugar than Chicago, which is seven hundred miles or double the distance away, pays, and for the same sugar, over the same line, in the same train and on the same day. This long haul and short haul robbery, combined with the law that makes these traffic trust-tools possible forces a Kansas dealer to pay the freight charge on his carload of sugar from San Francisco to Kansas City and from Kansas City back again to the point where the car was stopped, but which car never went on to Kansas City nor back.

The Interstate commission, when appealed to, decided that Wichita must pay just the same per car for Pacific sugar that St. Louis, 505 miles farther away pays, although the sugar for both points came in the same train, on the same day and through Wichita, or otherwise Wichita must pay the arbitrary Missouri river rate and the local rate additional from Kansas City back to Wichita. These are but two or three prominent instances of outrageous and repressive 'discriminations' of a great number which we might enumerate.

The great wave of prosperity brought on by and to Kansas in the construction of many supposed competing lines of railway to which her people contributed millions upon millions of aid, was stayed as soon as the traffic associations 'got in their work' under the interstate law, since which time the interests of the state have continually tended to the worse. Under the tool-rule of these traffic trusts, all the trade, produce and commercial interests of Kansas are made tributary to a Missouri town whose development and consequent wealth should have been, in justice, divided among the towns of the state for whom these railways were built to serve. The EAGLE did not throw cold water on the proposition to improve the Missouri river because that steam was to be made navigable, but because such proposed improvement was only a pretense for the more securely entrenching the Transmissouri Traffic association and the other traffic associations in holding that stream as a "homing line" for railway freights to the detriment and injury of every interior town and farm in Kansas.

The action brought by Mr. Ady, if sustained, breaks down the traffic trust and tool combine known as the Transmissouri Freight association, which action, if sustained, benefits every conceivable material interest of every town and farm in Kansas, as of every state and territory west of the Missouri river. The railroads would lose nothing because better and competitive rates will, in a full ratio, increase their tonnage. Open competition would revive a thousand languishing interests in Kansas, which in their growth and later development would proportionately increase the tonnage and aggregated earnings of all the lines which traverse her fields and pastures now but half occupied.

Mr. Ady sees that hundreds of thousands of tons of Kansas hay, for instance, must rot this winter in the absence of a rate that would lay it down to the distant consumer at a remunerative price to the producer, and which rate would be profitably adopted by the railways if open competition was the rule instead of

the tyranny of traffic trusts. Ady sees that this combine once eliminated Kansas might expect to supply a dozen states and territories with salt, as well as with hay, and that all the millions of bushels of wheat and corn of central and Southern Kansas would be left free to seek the best market, whether foreign markets, by the way of the Gulf, the markets of the Lakes or of the more distant Atlantic, without first being compulsorily consigned to the mouth of the Kaw river, there to be graded, docked and tolled in the interest of Missouri capital that pays no taxes in Kansas. In the interest of his state and of his people and in pursuance of justice and right he brings this action to break down the aforesaid combine and restrainer of commerce, this trust known as the Transmissouri Freight association.

That our readers might not be misled and that they should understand the full scope of Mr. Ady's indictment or petition, in response to a request for information he replied as follows and practically word for word:

"I proceed in this action by authority, and under the direction of the attorney general of the United States.

"I deem it of the utmost importance that the object and purpose of this action should be properly understood at the outset, and therefore request that you, rather than the speculation of those who are not informed concerning the case.

"This is an action by the United States against the Transmissouri Freight association and the fifteen railroad companies composing that combine. It includes by name the Atchison, Topeka and Santa Fe, the Chicago, Rock Island and Pacific, the Missouri Pacific, the Union Pacific, the Denver and Rio Grande and ten other companies doing an interstate business west of the Missouri river. The action is brought under the act of July 2, 1890, 'to protect trade and commerce against unlawful restraints and monopolies,' commonly known as the anti-trust law. It proceeds upon the proposition that the Transmissouri Freight association is an illegal combination and conspiracy in the restraint of trade and commerce and to monopolize the trade and commerce between the states and territories of the United States. The prayer of the petition is that the Transmissouri Freight association be dissolved and the defendants be perpetually restrained, enjoined and prohibited from further combining, conspiring or acting together to maintain rates on their lines of road in restraint of trade and commerce or to monopolize the trade and commerce between the states and territories aforesaid.

The petition recites the following facts: 1. That defendants are common carriers incorporated under the laws of the states and of the United States, engaged in the freight traffic between the states and territories, and that prior to March 15, 1889, each of the defendants owned, used, operated and controlled separate lines of railroad and furnished to persons engaged in trade and commerce separate, distinct and competing lines of transportation between the states and territories lying westward of the Missouri river to the Pacific ocean, and that to encourage and secure the benefit of competing lines of transportation throughout this region of country the government of the United States and the states and territories within said region had granted to the defendants franchises, land grants, securities and subsidies of great value.

2. That on the 15th day of March, 1889, the defendants not being content with the rates of freight they could receive with free competition, but contriving and intending unjustly and oppressively to establish and maintain arbitrary rates of freight transportation in the interstate commerce throughout the region aforesaid, did combine, conspire, confederate and unlawfully agree together to enter into a written contract, combination, agreement and compact known as the memorandum of agreement of the Transmissouri Freight association. Here I set out a copy of all of the articles of that agreement which are pertinent to this issue. By the terms of this agreement the association is given absolute control of all competitive traffic between points in all that vast region of country lying west of a line connecting at the ninety-fifth meridian on the Gulf of Mexico, and running north to the Red river, thence to the eastern boundary of the Indian Territory, thence along the eastern boundary of said territory and of Kansas to Kansas City, Mo., thence by the Missouri river to the Montana line, thence to the international line between this country and the British possessions. This association is composed of one person representing each railroad company in the combine, and companies resign to the association the absolute power to establish and maintain rules, regulations and rates upon every pound of competitive traffic in that region of country. By the arbitrary assumption of the Missouri river as a 'homing line' all traffic between points west of competitive. The association is given power to punish by fine any railroad that reduces a rate fixed by it.

3. That on the 1st day of April, 1889, said agreement took effect and that ever since that time by reason of said agreement and combination and association, and under duress of the fines, and penalties prescribed by said articles and all of the defendants have put into force and maintain on their road tariffs and rates of freight fixed by said association, and that the officers and agents of the several railroad companies have ever since said time refused to put into force reasonable rates of freight based upon the cost of construction and operation of their several lines of road and other proper elements to be considered in making up freight rates. And that the people engaged in trade and commerce in said region of country are by means of said association deprived of the rates of freight benefits and facilities that might be reasonably expected to flow from free competition between said several lines of transportation, whereby the freight traffic within said region is monopolized, restrained, injured or retarded by said defendants by means of and through the instrumentality of said Transmissouri Freight association.

4. That on the 2nd day of July, 1890, an act 'to protect trade and commerce against unlawful restraints and monopolies' was enacted by congress and became a law governing the defendants in the freight traffic pertaining to the interstate commerce, and that said association is in violation of said act, notwithstanding which all of the defendants still continue to act in and maintain the arbitrary rates of freight fixed by said Transmissouri Freight association. The object of this association is to stifle and suppress all competition. Under its operation shippers are in precisely the same position they would be if every railroad west of the Missouri river was owned and

operated by a single corporation. There is absolutely no competition whatever. It is a pool in all respects, lacking only a division of profits, but containing all that is objectionable to the public in a pool. What makes trusts, monopolies and pools illegal is the simple fact that they suppress competition.

The field opened by this petition is a vast, and, in some respects, a new one. Before preparing the petition I made an exhaustive examination of authorities pertaining to the principle asserted, and found that more than one half of the states of this Union have declared substantially that any combination between persons or corporations engaged in business of a public nature for the purpose of suppressing free competition, is illegal, and in many states it is held to be a criminal conspiracy in restraint of trade and commerce, and that all contracts made in pursuance thereof are absolutely null and void as against public policy.

If my position is correct, the defendants are guilty of a crime under the anti-trust law. I have chosen this remedy, however, because their association was in force before that law was passed; because the question is new and untried; because the result of a criminal action is more precarious and uncertain, as all statutes are strictly construed in proceedings of that sort, and because the result of a criminal action would simply be to fine and imprison somebody while this one gets at all of the defendants in a single case, and the result if favorable to the government will be fundamental, a complete dissolution of the illegal combine. Besides all this an action of equity presents the case to a court of conscience to be decided on the naked question of law involved and leave the responsibility for the enforcement of the law wholly upon the public officers.

It is an established principle and has been for all time that equity will not ordinarily enjoin the commission of an agreement. The congress of the United States in the act under which this action is brought declared that the federal courts should have this remarkable power for the purpose of crushing these illegal combines. It was a tremendous step in advance of the former judicial policy of this country. They further provided that where one of the defendants could be sued in the district where the action was brought the court might order the other persons whose names in the action were necessary to be brought in whether they reside in that district or not, thus giving the court which obtains jurisdiction absolute power to bring before it all necessary parties and determine the question involved, and decide it upon the broadest principles of real right.

Oklahoma was momentarily staggered by the fact that President Harrison's appointee for governor was not an Indiana man; but the sensation was not at all unpleasant.

The appointment of a new batch of consuls shows that President Harrison still holds the opinion that no matter how much he would give to Kansas, it would still be for Blaine.

Missouri is an old state. This fact is strongly impressed on the mind when it is remembered that Governor Seay of Oklahoma, a man over 50 years of age, is a native born Missourian.

Three hundred and seventy-five bills of a public character is a pretty good gist for one day, don't you think? The number is the best assurance we have that but little will be accomplished in the way of enacting them into laws.

The feeling out in western Kansas is no longer a mere county seat contest, which might, under some circumstances, be a venial matter, but has degenerated into a bloody disgraceful feud. Prompt action and decisive movements are necessary to put an end to it.

A short time ago, there was a small controversy in the state as to Judge Botkin's intention of running for district judge again and the possibilities of his reelection. His chances seem to be very good, for on what other basis can the industry of his enemies to get him out of the road be explained?

The Cross fight, the Paris trial, the Botkin impeachment, the killing of Sam Wood, the Brennan trial, and now a mob murdering a sheriff. That western community, which numbers less than a thousand, seems to be getting more of the dramatic and sensational in this life than should fall to their lot.

The Democratic leaders have heretofore declared that there will be no general tariff bill introduced in the present congress, but the bills are pouring in attacking the tariff law piece meal. If one-half of them shall be enacted the law as it now stands will retain the slightest semblance of its present form.

The Alliance people who were lead to believe by Jerry Simpson et al., that the Alliance in Ohio would elect a United States senator this year, will now take notice of the prominent part the People's party is taking in the Ohio senatorial contest. Purely and simply, the Ohio people have forgotten that the Alliance ever existed.

Tariff tinkering was begun with the first day's session of the new congress in the new year. And an Alliance member, Watson of Georgia, has the distinguished honor of lifting the first kick. Martin, an Indiana Democrat, was a close second with a bill to repeal the act of the last congress granting a bounty on domestic sugar.

Mr. Breckinridge of Arkansas has introduced a bill for the admission of the Indian Territory as a state. Breckinridge is a Democrat and the introduction of this bill shows that he thinks he knows the political complexion of the territory. Prominent Republicans are equally sure that they have sized it up correctly and it is Republican. With both parties working for its admission, the prospect is surely propitious.

The state militia are again in imminent danger of being called to the front. Life on the frontier, at this season, is beset with blizzards, grip and hard-favored pioneers, who in feudal contest, have a supreme contempt for spindle shanks and white-skinned soldiers of urban, honey-fed constitution. The young recruit is lured into service by visions of brilliant epaulettes and shapely stripes, and has no idea of county seat campaigns.

Wooddale and Hugoton are by their persistent efforts, seemingly determined on bringing the name of Kansas down to a level with the lawless character of some portions of Missouri and the Indian Territory. Kansas is a law abiding, peaceable state, but the outside world knows nothing of our geography, and Stevens county and Sedgewick or Shawnee are one and the same to the stranger. Wooddale and Hugoton should either quit or emigrate.

The Wichita Eagle figures out that the newspaper man is not in Kansas. It calls wrote for the Atchison Champion before his senatorial career. Plumb was proprietor of the Emporia News. Peffer was the editor of the Kansas Farmer, and Perkins edited the Oswego Register in 1872, and so got his start. But just look at the long array of newspaper men who have never got anything—Emporia Republican.

Oh, excuse us; when writing the above we did not happen to think of the editor of the Republican, and were also oblivious of ourself.

If the inquiry, called for by Senator Stewart's resolution, to be made by the senate judiciary committee, shall develop the existence of a statute already in force authorizing the free coinage of silver, it will change the aspect of proposed legislation on that subject, and make the hitherto-opponents of free coinage the advocates of change in the law. The Nevada senator claims the existence of a free coinage law, and calls for its enforcement.

The tin schedule of the present tariff law has had the effect already of calling into existence, actual and prospective, a number of mills especially designed for the production of tin plate, but before the enterprising citizens of this country who have been induced, by the operation of the law, to engage in the tin-plate industry have had time, some of them, to start the wheels and rolls of their mills, here comes a troop of propositions in the form of 'tariff reform' bills introduced in congress for the sole and deliberate purpose of nullifying all that has been done towards supplying the home demand with a home produced article.

OKLAHOMA OUTLINES.

The Santa Fe night train now stops at Noble.

The police of Guthrie are out in smart new uniforms.

Meetings of taxpayers are quite common over the territory.

The snow on Jan. 1 extended into the Chickasaw nation.

Bill Hackney has gone to Washington in the interest of the Santa Fe railroad.

A carload of colored people from Alabama reached Oklahoma via Santa Fe Tuesday.

The Indian conference of the M. E. church meets at Norman today, Bishop Newman presiding.

Governor Seay is at present in attendance at the supreme court at Guthrie, which convened Tuesday.

Mr. McCoy, who was spoken of as a likely governor for Oklahoma, got the prime ministership to Liberia.

The man who started that canard that Governor Steele was to return must feel mighty small about this time.

The Oklahoma City Gazette prophesies that the Sam Paul murder will be the leading argument for statehood.

If he has a hole the man who always claimed that the new governor would be an Indiana man had better get into it.

Governor Seay will now be forced to see how many men in the territory would make him an excellent private secretary.

The Cherokee Indians are at last coming to their senses. They have ratified the agreement of the commission to sell the strip.

Now if the Democratic congressmen are not too tight with their purse strings the Cherokee strip will be opened this spring, sure.

On an average, the prisoners at Oklahoma City try to break jail about once a week. Another attempt was made last week.

The United States offers \$200 reward for the capture of Captain Wiley, murderer of George Thornton, and the same for A. Rogers, the slayer of Lee Taylor.

It is becoming realized in Oklahoma that perjury is a crime. Four years at hard labor in a penitentiary is no joke. A man must not lie in an Oklahoma court.

John Murphy, who was convicted of perjury at Oklahoma City, and George G. Rogers, each sentenced to four years at hard labor in the Columbus, O., penitentiary.

The first intimation Governor Seay had of the appointment was a congratulatory telegram from A. C. Scott, his chief official. A. C. Scott knows how to do a thing neatly.

Ex-Governor Smallwood of the Choctaw nation, who recently died at the age of 64, during the war was a chaplain in the Confederate service. He had held office among the Choctaws since the age of 15.

One indictment was found by the grand jury at Oklahoma City for perjury in connection with the entry of the new lands. It is against Mrs. Sadie Woodruff in a contest filed for land adjoining Temachah.

The Oklahoma City amateur opera company met with success in the recent production of 'Chimes of Normandy,' that they will reproduce it at Norman, Norman and Normandy are pretty near alike.

The severe penalties being attached in Oklahoma for perjury may appear, at first glance, nothing less than cruel, but it must be remembered that perjury as it stands in Oklahoma courts must be broken up, or all justice and law becomes a farce.

Oklahoma Times-Journal: Oklahoma people realize that the appointment of Mr. Perkins as senator is a good thing for the territory. In his we will have 'a friend at court' worth having.

The mass meeting Saturday night sent him the following message of congratulation: 'To Senator Perkins, Topeka, Kan.: The citizens of Oklahoma City, in mass meeting assembled, extend hearty congratulations on your appointment.'

The rigorous measures of the Oklahoma courts against perjurers, while it may work a hardship on some victim who is no guiltier than another, who goes undetected, is the only efficient method of breaking up a nefarious custom. The court must have respect from the witnesses or there is no justice at all, and truth in court must

be secured at any price—by surety and severity of penalties if necessary.

Tuesday D. A. Harvey, delegate from Oklahoma, introduced a bill in congress authorizing the president to at once issue his proclamation declaring that part of the Cherokee strip lying west of the Cimarron river open to settlement. That much of the strip was once purchased from the Cherokees and given to the Cheyennes and Arapahoes, and the government has just paid the latter tribes \$1,200,000 for their interest in the land. Thus it becomes clearly the property of the people and should be opened to settlement without delay.

EXCHANG SHOTS.

One of the Very Best.

From the Atchison Champion.
Hon. Jacob Stottler's reminiscences of Senator Plumb, published in the Wichita Eagle, is one of the best things of the kind which has yet appeared.

A Good Sign.

From the Lawrence Record.
It is a sign of the right kind of economy for the manufacture of corn cob pipes to be increasing so rapidly. The man who hedges financially on cob pipes instead of taking to cigarettes is not without hope.

Thrifty Mississippians.

From the St. Joe News.
Bob Sims, John Sims and Moss Sims have been lynched in Mississippi the past week, and the inhabitants are now looking for Sam Sims and Aleck Sims. This seems to be the planting season for the Sims family of Mississippi.

An Historic Spot.

From the Atchison Champion.
The house in which Senator Plumb died in Washington is a historic and fatal one. Within less than two years in this same building has lain the remains of the late William D. Kelley and Senator James B. Beck. On this street and in the near vicinity have transpired some of the most prominent events of history, and resided some of the most famous statesmen of the nation.

"Refrain from Melancholly."

From the Chicago News.
"The mind's eye," observes an esteemed local cotemporary, "should never rest upon the places where regrets writhe and coil and grin hideous." Or, as the immortal Mr. Yellowplush would say, we should "refrain from melancholly, which is morbid and devilish." The places where regrets are to be found writhing and grinning hideous, like summer-resort sea serpents, are indeed not pleasant.

Health-Giving Sauerkraut.

From the Milwaukee Wisconsin.
Dealers in greens and delicatessen at the German market in this city have frequently been patronized by desperates ordered by physicians to eat sauerkraut and to drink the liquor squeezed from it. The vegetable acid, extracted by the salt with which the kraut is preserved has been used with benefit in cases of dyspepsia caused by a lack of acid in the gastric secretions.

SCHOOL AND CHURCH.

—One Sunday's census of church attendants in Liverpool gave 68,000 out of a population of 800,000.

—The statistics of the British house of commons show that the annual revenue of the church of England from ancient endowments amounts to \$28,187,755.

—The statistics of the various departments at Harvard have just been compiled, showing a gain of 361 students over last year. The attendance at present in all departments is 9,623.

—Christ church (Episcopal) at Alexandria, Va., is undergoing a curious evolution. A few years ago its interior, which was very old-fashioned, was eagerly modernized. The change, however, proved unacceptable to a majority of the members, and now it is being changed back again to its former antique condition.

—Last year the university of Michigan had 168 more students than Harvard university, which had 3,592; but this year Harvard has 118 more than Michigan, which has 2,495. While Harvard has gained 351, Michigan has gained only 73. These two institutions of learning are the foremost in the country, so far as their enrollment numbers are concerned.

—A reference to the feminine students in Sage college, Cornell university, is made in the report of President Adams, who says: "A vast majority of the young women are not only earnestly devoted to the working out of great and noble purposes, but are also disposed on every occasion to exert their influence in behalf of a cultivated and refined social life."

—No less eminent authority than Sir William Gull, of Great Britain, has said that the benefit derived from a university education such as girls get at Newham and Girton makes them and their children stronger and healthier. Also that the percentage of childless marriages is less with the educated women and the percentage of children that survive infancy is larger.

—In Heidelberg all university students have been excluded from the theaters. This action was taken in concert by the city and university authorities because the students have been taking possession of the theaters there and howling down every performance they did not like. The general public concluded that they had some rights which the university students were bound to respect. Hence the prohibition.

—Yassar college, on the east bank of the Hudson, near Poughkeepsie, N. Y., was founded in 1891. In that year Matthew Yassar, a wealthy brewer of Poughkeepsie, gave to an incorporated board of trustees the sum of \$400,000, and 200 acres of land for the endowment of a college for women. The building was constructed from plans approved by him, at a cost of about \$300,000. The college was opened in September, 1895, with 85 professors and 600 other instructors and 200 students. The first president of the college was Prof. Miss P. Jewett; the second, Dr.

Special Sale TO-DAY

The "Arcade" offers today 3 pieces Camels Hair Plaids regular price \$1.00, cut down to 50c. (How is this for a cut.)

3 pieces Homespun Cheviot, 42 inches wide, regular price 75 cts; cut down to 40 cents. (This cuts the mar-row.)

3 pieces Homespun Plaids 40 inches wide, regular price 75 cts, cut to 40 cents. (Cut below cost.

Remnants at just one-half price.

One lot Children's Wool Underwear, cut clear down to 18 cents. (Keep the little ones warm.)

Slaughtering prices badly today at the

"ARCADE"

W. J. WILSON, President.

M. W. LEVY, Pres. F. W. OLIVER, V. Pres. W. H. H. THROUPE, Manager.

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WHERE SHE SOMETIMES FAILS

Woman Not Yet Up to Man Even in Her Own Domain.

Of course it is rank heresy to mention it, but does it ever occur to the advanced woman that, while as yet she has failed to demonstrate her superior ability in any of the professions or industries of man's province, whenever the man invades her domain he invariably excels her in skill and success? The woman doctor takes second place to the man, yet the man cook is the greater, the better paid, the more successful than the woman. The greatest lawyer in the world is not a woman, but the greatest milliner is a woman, and the famous dress maker is also a man. The best tailors for women are men, the greatest designers of house decoration, architecture and furnishing are men, and the best housekeepers are men.

Of course the women will rise up in their wrath, but you ask any man who lives at a first-class club, managed entirely by men, if he can have the same comfort, the same ease of cooking and variety of menu, the same absence of friction and annoyance, for the same amount of money, provided by the most thoughtful, painstaking little wife in the world. In any household, if a man is allowed to have dominion over his own particular apartment, if he exercises his own unbiased taste in furnishing and arrangement, you will invariably find that the man's room is the favorite place in the house, and that rarely is the man permitted to enjoy it in peaceful seclusion. Why?

Because it is restful in coloring and has no glaring contrasts of tints. The chairs are comfortable when you sit in them, and aren't done up with verminous cushions. The lights are arranged so you can see to read or write if you like, and are not so buried in frills and millinery and frou-frou that their original purpose is lost. There are welcome space effects in the man's room—happy contrast with the cluttered, crowded confusion of the woman's room. Things are exactly where you can put your hands on them when you want them without any forethought. Nothing is in the way of something else. There are no knick-knacks to fall down, no traps to trip your feet. Everything has purpose. The pictures are hung where you can see them, and are worth looking at. The books are where you can reach them, and are books you want to read. The bits of bric-a-brac have a purpose as well as a history. The whole idea of the man's room is, in a word—comfort. In searching after his ideal he most frequently attains the woman's ideal as well. The woman often misses both in striving after the one of lesser importance.—N. Y. Sun.

A Kansas man has been compelled to pay a fine of fifty dollars for kissing the hand of a beautiful woman who objected to the familiarity.

DR. PRICE'S Cream Baking Powder
Used in Millions of Homes—40 Years the Standard.